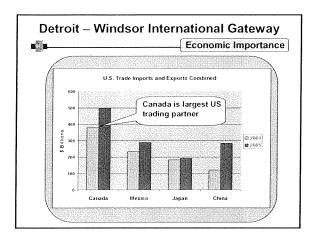
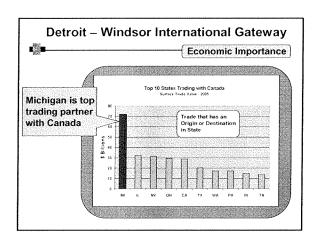
The Detroit - Windsor International Gateway Presented by FHWA March 23, 2006

The Detroit - Windsor International Gateway

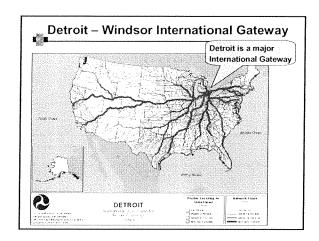
- Importance of the Detroit –
 Windsor International Gateway
- Efforts to plan for and meet future needs

Detroit – Windsor International Gateway River Crossing Detroit – Windsor Gateway Michigan – Ontario Gateway United States – Canada International Gateway

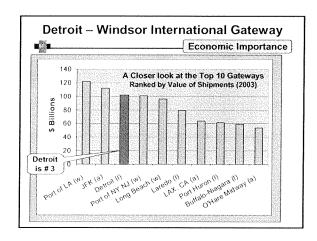




	Economic Important
It is more than j	ust trade
between Michig	
It is the major g	ateway for the
rest of the U.S.	_WA
16 to	
It is part of an Ir Trade Corridor	iternational



Detroit – Windsor International Gateway Economic Importance Detroit – Windsor Land Gateway * \$102 billion in annual trade via Detroit in 2003 # 1 land port ranked by value of shipments # 3 port of entry ranked by value of shipments 18% of total international land trade



Detroit – Windsor International Gateway Economic Importance Detroit - Land Gateway · 84% of annual value is by truck • 72% of the value of truck freight had an Origin or Destination outside Michigan Conclusion: Detroit Gateway is vital to the U.S. and Canadian economies **Detroit – Windsor International Gateway** In 2001 representatives of: • The Canadian Government (Transport Canada) • The Province of Ontario (MTO) • The US Government (USDOT and FHWA) • The State of Michigan (MDOT) met to discuss the issue of capacity at the Detroit - Windsor International Gateway This International Partnership evaluated various traffic scenarios and concluded that between 2015 -2025, traffic would tax the capacity of the existing infrastructure Detroit – Windsor International Gateway An International Partnership was formed to guide and direct a feasibility study The feasibility study: · Evaluated traffic predictions · Identified potential corridors The feasibility study: Concluded there was need for additional

Provided a beginning point for the

Environmental Study

Detroit River International Crossing Study Purpose: Provide for safe, efficient, and secure movement of people and goods across border in support of the economies in the U.S. and Canada Need: · Provide new border capacity to meet long term need · Improve system connectivity Improve entry processing capability Improve security, both economic and physical · Feasibility study complete DEIS underway Looking at alternative corridors · Evaluating Public Private Partnership opportunities **Detroit River International Crossing Study** . To successfully complete the undertaking, each government will need to make compromises in: Locating Designing Constructing Operating the final product The International Partnership will need to temper its decisions based on Local, State, National, and International concerns **Detroit River International Crossing Study** To build a new crossing we will need to: Complete an Environmental Impact · Obtain a US State Department **Presidential Permit** · Obtain a US Coast Guard Permit

	2000
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Detroit River International Crossing Study

On the US side

- FHWA:
 - Is the Lead Agency
 - Is the sponsor of the Environmental Study (EIS)
 - · Will issue the final Record of Decision (ROD)
- MDOT is our partner and is responsible for conducting the Environmental study
- Together FHWA/MDOT and our Canadian partners will determine the operating structure for the new joint facility
- The Partnership has determined a new crossing will be subject to Public Oversight

Detroit River International Crossing Study



On the US side

- The proposed crossing is an element of the President's Security and Prosperity Partnership (Goal 3.3.2) to develop new border capacity and to meet long term need
- DHS / CBP has included the development of a New Border Station in their Strategic Plan

R 2

Detroit River International Crossing Study

Summary

- The importance of this crossing as a major International Trade Corridor is clear
- The International Partnership is working to find a solution to meet predicted future capacity needs
- Solutions must be responsive to and reflect the needs and conditions of governments on both sides of the border

Key Needs



- Capacity
- Connectivity
- Entry processing
- Security

